(b) In the Delhi Municipal Corporation Act, 1957 the heading Terminal Taxes on Goods" before Section 178 and Sections 178 to 183 (Both inclusive) have been omitted by the Delhi Municipal Corporation (Amendment) Ordinance 1993 promulgated on 30.1.93. Sections 463 and 464 of the DMC Act and the tenth schedule have also been omitted.

(c) The estimated loss to the exchequer is about Rs. 42 crores. This will be made good to the Municipal Corporation of Delhi by a lump sum grant through Delhi Administration.

Ferry Services along the Sea Coast

1207. SHRI S. K. T. RAMACHANDRAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government propose to run ferry services along the Sea coast to cope with the growing inland traffic; and

(b) if so, whether Government propose to introduce regular ferry service to carry passengers and goods between Turicorin and Madras?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) There is no such proposal at present.

(b) Does not arise.

Recommendations of Committee for Development of Shipping Industry

1208. SHRI ASHIS SEN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have accepted and implemented the recommendations of Eleventh Report of the Committee of Petitions presented to Lok Sabha on 31st July, 1989 regarding nationalisation and development of Shipping Industry and protection of the interest of its workers and employees;

(b) if so, what are the details thereof;

(c) what is the target date for their implementations; and

(d) if not, what are the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) The Government have accepted all but two recommendations of Eleventh Report of the Committee of Petitions presented to Lok Sabha on 31st July, 1989. The recommendations of the Committee alongwith the position with regard to their implementation are as under:—

Recommendations	Status
1. It was alleged that with the decline in the Indian mercantile fleet, the share of Indian shipping companies in the total National trade had come down. It was suggested that necessary legislative and administrative measures may be taken to develop and expand the shipping industry.	The Government have taken from time to time a number of steps to develop Indian shipping industry. These include streamlining of licensing procedures and now automatic approval is granted to Indian ship owning companies for (a) acquisition of vessel except Off shore supply Vessels and Crude tankers (b) sale of vessels. Other measures include permission to charter out vessels, creation of special reserve under Section 33-AC of Income Tax Act with a ceiling of two times the paid up capital (excluding the amounts capitalised from reserve) which

Recommendations	Status
	would be exempted from Income-tax. The funds so created will be used exclusively for purchase of ships. Relaxation to operate on selected liner routes etc. and the other steps taken for development of shipping industry.
2. The Committee find that the number of Indian Shipping Companies had come down from 72 in 1985 to 55 in August, 1986. It was also noted that the jobs available for seamen is less against registered with the Seamen's employment office.	With the recession in the World shipping easing since late 1987. Indian shipping has also looked up. Director General of Shipping has conducted training courses for specified categories of seamen with a view to improving the employment opportunity for the seamen. The proposal to implement the provisions of UN Conventions on Code of Conduct for Liner Conference is under consideration of the government.
3. The Committee find that the crisis in the shipping industry which started in 1973 has persisted during the last 14 or 15 years. It was suggested that one measure is the need for introducing legislation for giving effect to the UN Liner Code.	
4. The Committee was of the view that legislation for reserving 50% of dry bulk cargo in the country's overseas trade for the national shipping may be introduced without delay.	The recommendation was not accepted. In view of government policy of rendering strong financial and cargo support Indian fleet increased, government feel that there is no need for legislation for reserving 50% of dry bulk cargo for the Indian shipping.
5. The Committee felt that the development of the Indian fleet and modernisation of the entire infrastructural facilities *e.g.* the ports, docks and also building yards is another area which merits close attention. The Committee would like that time bound programmes be launched and adequate funds provided in 8th Plan.	The recommendations of the committee was noted by the government. In order to implement the 8th Plan programme, outlay have been provided in Ports, Shipping and shipbuilding sector as follows:

Sector	*8th Plan Outlay*
	(Rs. in crores)
Ports & Light Houses	3273
Shipping	3400
Shipbuilding	152

Recommendations	Status
6. The Committee noted that another area which needs proper attention was the augmentation of repair facilities. The Committee urged that the wide gap of 1600 dry dock days for repairing facilities be made up at the earliest.	The Ministry fully concurred that the repair facilities require substantial and urgent augmentation. A study was carried out by Asian Development Bank under its Technical Aid Programme. The report has been received from the ADB and is under process in the government. Meanwhile ship repair capacity has been augmented by setting up a modern ship repair complex comprising two floating docks at Madras Port.
7. The Committee noted that the 55% of the total tonnage is already under government control. The Committee was of the view that the Govt. keep the issue relating to nationalisation of shipping industry open and review at appropriate time.	The present policy of the Government is against Nationalisation of shipping industry.
8. The Committee also recommended that the suggestion relating to the reintroduction system of cargo pooling which was discontinued in 1983 is worth considering. This may be examined and decision taken. The Committee also recommended that the government may ensure shiping industry may develop in a planned manner so that employment opportunities for the seamen are enhanced.	The Government considered the recommendation of the Committee and in view of the various reasons, it was felt that it would not be feasible to reintroduce pooling system. The suggestion of the Committee that shipping industry may develop in a planned manner is kept in veiw while formulating policies relating to development of shipping industry.

It may be observed that most of the recommendations made by the Committee of Petitions are either in the form of observation or general in nature for the development of shipping, shipbuilding and ports sector. These have been kept in view while formulating plan and policies for the above mentioned sectors.

आठवीं योजना के दौरान राजस्थान में राष्ट्रीय राजमार्गों का निर्माण

1209. **श्री शिवचरण सिंह:** क्या जल-भूतल परिवहन मंत्री यह बताने की कृपा करेंगे कि:

(क) देश में राष्ट्रीय राजमार्गों की राज्यवार संख्या क्या है;

(ख) आठवीं पंचवर्षीय योजना के दौरान राजस्थान में कितने किलोमीटर लम्बे राष्ट्रीय राजमार्गों का निर्माण किये जाने की संभावना है;

(ग) उक्त प्रयोजन के लिए धनराशि का आवंटन करने का क्या मानदंड है;

(घ) इस तथ्य के बावजूद कि राजस्थान का विशाल भू-भाग है, राज्य में भूमि क्षेत्र के अनुपात में राष्ट्रीय राजमार्ग कम होने के क्या कारण हैं; और

(ङ) क्या राज्यों को राजनीतिक आधार पर धनराशि आवंटित की जाती है, यदि हां, तो इसके क्या कारण हैं और यदि नहीं, तो इस संबंध में ब्यौरा क्या है?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाइटलर): (क) एक विवरण संलग्न है। **(नीचे देखिए)**

(ख) आठवीं पंचवर्षीय योजना में राष्ट्रीय राजमार्गों के लिए उपलब्ध कराए गए सीमित आबंटन के कारण